

TRANSPORTATION IMPROVEMENT PROGRAM

FY 1997 - 2000

The preparation of this document was financed in part by the Federal Highway Administration, the Federal Transit Administration, and the Ohio Department of Transportation in cooperation with Allen County local units of government.

The contents of this report reflect the views of the Lima-Allen County Regional Planning Commission, which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the State and/or United States Department of Transportation. This report does not constitute a standard specification or regulation.

TRANSPORTATION IMPROVEMENT PROGRAM
FOR
FISCAL YEARS 1997 - 2000

An official listing of highway, bridge, transit, bikeway, and pedestrian-related projects scheduled for construction in Allen County over the next four years.

Prepared by:

Lima-Allen County Regional Planning Commission
221 North Main Street, Second Floor
Lima, Ohio 45801-4432
(419) 228-1836

February 1996

TABLE OF CONTENTS

| | <u>PAGE</u> |
|--|-------------|
| INTRODUCTION | |
| Rationale | 1 |
| Objective | 1 |
| Overview | 1 |
| TRANSPORTATION PLANNING PROCESS | |
| Federal Legislation | 2 |
| Public Involvement Process | 3 |
| Project Selection Process | 4 |
| FY 1996-1999 TIP Status | 5 |
| Maintaining the Existing Transportation System | 5 |
| HIGHWAY ELEMENT | |
| Highway Projects Scheduled by Year | 7 |
| Transit Projects Scheduled by Year | 9 |
| Capital Improvement Cost, Highway & Transit Projects | 9 |
| Funding Distribution by Type of Federal Fund | 10 |
| Fiscal Analysis: MPO Fund Balance | 10 |
| Fiscal Analysis: Allocations and Obligations | 11 |
| Four-Year Short Range Program & 1997 FY Annual Element | 12 |
| MAP | |
| FY 1997-2000 Short Range Transportation Improvement Plan (Allen County) | 25 |
| TRANSIT ELEMENT | |
| Allen County Regional Transit Authority | 26 |
| Transit Summary Sheet | 28 |
| Transit Anticipated Operating Schedule (State's) | 29 |
| Transit Anticipated Operating Schedule (Operator's) | 30 |
| Transit Anticipated Section 9 Planning Schedule (State's) | 31 |
| Transit Capital Improvements FY 1997 | 32 |
| Transit Capital Improvements FY 1998 | 33 |
| Transit Capital Improvements FY 1999 | 34 |
| Transit Capital Improvements FY 2000 | 35 |
| SUMMARY | |
| Annual TIP Update | 36 |
| Summary Statement | 37 |

INTRODUCTION

The Lima-Allen County Regional Planning Commission (LACRPC), as the Metropolitan Planning Organization (MPO) of the Lima Urbanized Area, in conjunction with the Ohio Department of Transportation (ODOT), is responsible for coordinating transportation planning activities within Allen County. As the MPO, the LACRPC is involved in various long and short range transportation planning activities that include, but are not limited to: Spot Safety Accident Studies; Rideshare Programming; Transit Planning; Paratransit Planning; and, Transportation Improvement Programs. This document has been prepared in order to address and document the Lima Urbanized Area's short range transportation improvement program.

Rationale:

As the MPO, the LACRPC is required to annually prepare a Transportation Improvement Program (TIP) entailing all highway and transit system improvements scheduled for implementation with federal, state and local funds over the upcoming four years. Projects in the FY 1997-2000 TIP have been derived from the region's various transportation plans. Those transportation plans include: the MPO's Long Range Transportation Plan (Year 2020 Transportation Plan Update); its Short Range Transportation Plan (Transportation Systems Management); the Allen County Regional Transit Authority's Transit Development Plan (TDP); and, the area's Special-Needs Populations Transportation Plan. As each TIP project must be compatible with both long and short range transportation plans, the projects reflect current transportation priorities in Allen County.

Objective:

The LACRPC TIP is compiled annually on a fiscal year (FY) basis. The current TIP is a comprehensive listing and description of capital improvement projects scheduled for implementation within the FY 1997-2000 four-year period. The purpose of implementing the TIP is to maintain and provide for a safe, efficient, economical and environmentally acceptable system for the transportation of people and goods. The most critical year in the four-year TIP is the first year, referred to as the Annual Element. The Annual Element identifies the anticipated project phase to be performed during the first program year. Completion of Annual Element projects suggest which projects will advance during the next four-year programming period.

Overview:

This document is comprised of several distinct sections. The introduction is followed by a summation of the transportation planning process. The report then focuses its attention on those highway related capital improvements scheduled for project inclusion within the TIP. Following a map identifying the highway projects, the report addresses those transit elements contained within the FY 1997-2000 TIP. The report concludes with a summary of the TIP and its respective process.

TRANSPORTATION PLANNING PROCESS

Federal legislation is a major part of the framework that guides transportation planning, particularly the Intermodal Surface Transportation Efficiency Act of 1991. This piece of legislation, together with the Clean Air Act Amendments of 1990, the National Energy Policy Act and the Americans with Disabilities Act, call for a new direction for transportation in urban areas. Such legislation coupled with the mechanisms for intergovernmental coordination and public input further the transportation planning process. For they allow local participation in the decision making process, and the consideration of various local concerns including the existing transportation system, as well as demographic and economic variables.

Federal Legislation

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was signed into law on December 18, 1991. Provision of the Act established a new direction for the country's surface transportation systems. The goal of ISTEA is to develop a national intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy, and will move people and goods in an energy efficient manner. The amended Section 134 of Title 23 of the United States Code with regard to transportation planning in urban areas states that it is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner which will efficiently maximize the mobility of people and goods within and through urbanized areas while at the same time minimize transportation-related energy consumption and air pollution.

The focus of ISTEA is to further the efficiency of the existing transportation system by integrating the existing transportation modes rather than implementing new, expensive and fragmented infrastructure. In conjunction with various other federal regulatory acts, including the Clean Air Act Amendment of 1990, the National Energy Policy Act of 1992, and the Americans with Disabilities Act of 1990, ISTEA provides a complicated framework from which to rebuild our nation's transportation infrastructure. This framework, however cumbersome, provides a direction from which to build a truly intermodal transportation system. A system which addresses the needs of industry and commerce. A system which addresses the needs of the elderly, the frail and the mobility impaired. A system which provides an equitable distribution of transportation services, infrastructure and investment. And a system which must serve the needs of the local community far into the future.

To accomplish this, metropolitan planning organizations (MPOs), in cooperation with the State were instructed to develop transportation plans and programs for the urbanized areas of the State. Such plans and programs are to provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an intermodal transportation system for the State, the metropolitan

areas, and the nation. The process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems.

In an effort to be more responsive to local and regional transportation needs, ISTEA increased the decision making process of local municipalities. In so far as the MPO is responsible for and approves plans and programs involving expenditures of federal-aid transportation funds in Allen County, as well as the Village of Cridersville in Auglaize County. In addition, MPO's may use the ISTEA provision for transferability of federal-aid funding among program categories, and among transportation modes to be more responsive to local and regional transportation needs.

Public Involvement Process:

Consistent with the intent of ISTEA, it is the policy of the Transportation Coordinating Committee (TCC) as the Transportation Policy Committee, to aggressively support proactive public involvement at all stages of project planning and development. The performance standards for these proactive public involvement processes include early and continuous involvement; reasonable public availability of technical information; collaborative input on alternatives, evaluation criteria and mitigation needs; open public meetings where matters related to Federal-Aid Highway and transit programs are being considered; and, open access to the decision-making process prior to closure.

To achieve these objectives, the TCC commits to: (1) promoting an active role for the public in the development of transportation plans, programs and projects from the early stages of the planning process through detailed project development; (2) promoting the shared obligation of the public and decision makers to define goals and objectives for the transportation system, to identify transportation and related problems, to develop alternatives to address the problems, and to evaluate the alternatives on the basis of collaboratively identified criteria; (3) ensuring that the public is actively involved in the development of public involvement procedures themselves in ways that go beyond commenting on drafts; (4) strongly encouraging the transportation providers to aggressively seek to identify and involve the affected and interested public, including those traditionally under-served by existing transportation systems and facilities; and, (5) carefully evaluating public involvement processes and procedures to assess their success at meeting the performance requirements specified in the appropriate regulations during development of the Transportation Improvement Program.

Central to the success of the transportation planning process is the early involvement of local public officials, private citizens and interested agencies who represent a wide range of disciplines, areas of expertise and specific concerns. Public involvement is required to ensure that the social, economic, and environmental effects of projects are identified early on in the planning process, and especially during project selection.

In order to comply with the legislation locally, specific project proposals are publicized through the early coordination and review of the Intergovernmental Review Process. Affected segments of the community are identified and potential issues are identified. These issues are continuously refined as project development continues to progress. Citizen input is solicited on any proposed project, and/or changes in services or service levels through public meetings, or public notices advertising the availability of draft documents pertaining to such issues.

In an attempt to further the public planning process, and as per the requirements of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), this document, in its entirety, was made available to the general public for review and subsequent comments. The availability of the draft FY 1997-2000 TIP was published in the legal notice section of the area's four largest newspapers of general circulation. The notice appeared in the Lima News and in the Delphos Herald, as well as the Journal News in Spencerville and the Bluffton News. The draft document was available for public review Monday through Friday during normal business hours in the offices of the LACRPC throughout the draft planning process which began February 26, 1996. In addition, the TIP document was made available at the public meeting conducted by ODOT District One on April 11, 1996. The LACRPC has not received written or oral comments regarding the document to date; nor, did the MPO receive any written requests for the draft document. Should the MPO receive significant public comment regarding the draft document, such comments along with the LACRPC's response will be documented in the final TIP pursuant to Section 450.316(b)(1)(vii) of the Metropolitan Planning Regulations.

Project Selection Process:

The development of the TIP requires cooperation and coordination amongst all levels of local governments, as well as citizen input. Projects to be included in the TIP, whether highway or transit oriented, are proposed by the various implementing agencies, and reviewed by various citizens advisory groups and technical committees prior to being recommended by the MPO. While highway elements in the FY 1997-2000 TIP were reviewed by the Transportation Advisory Committee (TAC), the Citizens Transportation Advisory Committee (CTAC), and the Transportation Coordinating Committee (TCC), public transit and paratransit elements were presented to the Citizens Accessibility Advisory Committee (CAAC), the Privatization Committee and, the Transportation Accessibility Coordinating Committee (TACC).

The TIP process is a living document and will necessarily be modified periodically to better reflect area concerns and programming priorities. Project selection and inclusion within the TIP, however, is based on the following criteria: (1) the magnitude and urgency of the problem; (2) the amount of federal funds available to the local jurisdiction during the program period; and, (3) the availability of local dollars to match the federal grants. All the projects listed within the TIP have been reviewed on their inherent merits and determined to be within the scope of current fiscal constraints as of the date of this document's publication.

The FY 1997-2000 Transportation Improvement Program has been prepared by the Lima-Allen County Regional Planning Commission in compliance with all applicable regulations as published by the United States Department of Transportation (USDOT) in the Federal Register (23 CFR 450.118). Moreover, all projects included herein are consistent with the spirit of the adopted 2020 Long Range Transportation Plan for the Lima Urbanized Area pursuant to USDOT requirements as published in Section 450.324(f)(2) of the Metropolitan Planning Regulations.

FY 1996-1999 TIP Status:

Pursuant to Section 450.324(n) of the Metropolitan Planning Regulations, and in order to improve the use of the TIP as an effective management tool, the MPO is required to address changes in the status of projects previously programmed. Of note, projects within the draft document should be considered consistent with the currently adopted Transportation Improvement Program. The draft document recognizes the natural progression of such projects as: the Brower Road Project (PID 12210), FY 1998; the Greely Chapel Road Project (PID 12534), FY 1999; and, the Ottawa River Bikeway (PID 14577), FY 1999. There have been several projects where implementation has been delayed. For example, the Traffic Control Materials Project (PID 14551) being implemented by the City of Lima has slipped from FY 1996 to FY 1997. The delay is seen as minimal, however, since the project is expected to be sold by September 1996 (FFY 1996). In addition, several transit projects have been delayed (Transfer Facility) or deleted (CNG Facilities) from the draft document for reasons of pending federal funding cuts and the inability to acquire local match dollars.

Maintaining the Existing Transportation System:

Pursuant to Section 450.324(e) of the Metropolitan Planning Regulations, the LACRPC and local political subdivisions have undertaken various planning activities in order to maintain the adequacy of the existing transportation system. The TIP development process is an example of the MPO's commitment to maintain the existing system. The current draft document details the allocation of some \$87.5 million towards local highway projects, and an additional \$1.5 million for transit projects. Of the \$88.9 million dollars programmed, approximately \$15 million or less than 20% of total program dollars have been allocated to projects which maintain the operation of the existing system. The bulk of the TIP budget, almost two-thirds of the total transportation budget (\$55.1 of State funds) are directly attributable to the capacity expansion of U.S. 30.

Federal funds, however, are not the only source of revenue for implementing transportation projects in Allen County. The State of Ohio and the Cities of Lima and Delphos, as well as the county, the townships and various villages also initiate highway projects with funding received from other sources. The draft document reveals numerous projects undertaken by ODOT utilizing state funds including the resurfacing of I-75 (PID 15909), the widening and realignment of S.R. 81 (PID 6086) as well as the upgrading of U.S. 30 (PID's 16044 & 8361). Not reflected in the TIP, however, are those projects undertaken by local communities without federal funds.

Local communities have utilized a mix of funding sources including State Issue II, license plate registration fees, local permissive taxes and motor fuel taxed in order to plan, construct, reconstruct, repair and maintain highways and bridges. For example, in CY 1995, the Allen County Engineer utilized State Issue II funds (\$1.7 million) and gas/license revenues (\$883,000) to address various maintenance and improvement projects including the replacement of nine (9) bridges and the paving, striping and sealing of some 425 miles, as well as the reconstruction of American Avenue and the widening of Hartzler Road and South Dixie Highway. Of the County's total \$2.6 million transportation-related expenditures, 61.0% was spent strictly on system maintenance. In addition, the City of Lima used \$1.7 million, including Issue II and gas/license fees, to address local highway maintenance and improvement issues. The City of Lima addressed various street paving projects and the reconstruction of the Collett and Market Street Project with such funds. However, of the City's total \$2.2 million transportation program budget, 56.4% was spent on maintenance operations. Transit commitments undertaken by the Allen County Regional Transit Authority can also arguably be construed as expenditures maintaining the existing system. In CY 1995 approximately 83.2% of the TIP transit expenditures were for operation and maintenance.

HIGHWAY PROJECTS BY YEAR SCHEDULED FOR CONSTRUCTION

| YEAR | LOCATION | DESCRIPTION | PID |
|------|-----------------|--|-------|
| 1997 | 1. City of Lima | Traffic Control Materials - City of Lima (55 locations). | 14551 |
| | 2. S.R.81 | Replace 2 bridges over Honey Run Creek and replace 1 bridge over Swartz Ditch. | 12952 |
| | 3. C.R.222 | Resurface pavement and widen shoulders. (S.R.309 to Jefferson Street) | 10593 |
| | 4. S.R.81 | Widen section to 5-lanes with 2WLT. Realign North Dixie Highway and Roush Road to produce one intersection Road/S.R.81. | 6086 |
| | 5. U.S.30 | Design 4-lane roadway including bridges, interchanges, R/W, drainage, pavement, signing, pavement markings & lighting. (C.R.22 to Hancock County Line) | 8361 |
| | 6. S.R.81 | Replace bridge over Auglaize River. | 15986 |
| | 7. S.R.198 | Resurface pavement with 35mm Asphalt Concrete. | 15898 |
| | 8. S.R.65 | Upgrade existing painted pavement markings. | 16043 |
| | 9. I-75 | Herbicidal spraying for 4-lane, 2-lane and guardrail sections in District One. | 16042 |
| | 10. I-75 | Upgrade tower lights with new luminaries and lowering devices. | 16039 |
| | 11. U.S.30 | Cleaning and painting existing structural steel on nine bridges. | 15152 |
| | 12. I-75 | Plane and resurface all ramps and mainline pavement. | 15909 |
| | 13. S.R.117 | Replace bridge over intermittent waterway. | 13027 |
| | 14. S.R.190 | Intersection Improvement - Fifth Street and Moening. | 15826 |
| | 16. I-75 | Replace raised pavement markers. | 16092 |
| | 17. U.S.30 | Repair & upgrade pavement, ramps & bridges, provide 10' paved outside shoulders. Overlay BR decks. | 15065 |

HIGHWAY PROJECTS BY YEAR SCHEDULED FOR CONSTRUCTION

| YEAR | LOCATION | DESCRIPTION | PID |
|------|--------------------------|---|-------|
| 1998 | 1. C.R.027 | Replace bridge over Auglaize River. | 14590 |
| | 2. C.R.061 | Replace bridge over Ottawa River. | 14591 |
| | 3. I-75 (Breese Road) | Rehab. bridge over I-75. | 12749 |
| | 4. S.R.65 | Replace bridge over Ridenhour Ditch. | 12951 |
| | 5. S.R.81 | Replace bridge over Ottawa River. | 12750 |
| | 6. Brower Road | Reconstruct pavement, provide curb and gutter, provide storm sewers, improve intersection, provide sidewalks on both sides and provide signalization as required. | 12210 |
| | 7. S.R.309 | Add right-turn lanes at intersection of Cable Road. Upgrade signals and pavement markings. | 15950 |
| | 8. S.R.81 | Replace three parallel culverts with a new structure. | 15869 |
| 1999 | 1. Greely Chapel Road | Reconstruct portion of S.R.117. Relocate S.R.117/ Greely Chapel Road intersection. Relocate and widen Greely Chapel Road from Fourth Street to Motel Road. | 12534 |
| | 2. Ottawa River Bikeway | Collett Street to Main Street along the Ottawa River. Lima Transp. Enhancement Program, Ped/Bikeway Project. | 14577 |
| | 3. U.S.30 | Resurface Existing 4-lane with asphalt concrete. Minor pavement and bridge work. | 16055 |
| 2000 | 1. U.S.30 | Resurface 4-lane section with asphalt concrete. | 16044 |

TRANSIT PROJECTS LISTED BY YEAR SCHEDULED

| YEAR | DESCRIPTION |
|------|---|
| 1997 | Acquire five 30-foot buses with a 30-passenger capacity Acquire on-board signage |
| 1998 | Acquire one 10-Passenger Lift Equipped Van |
| 1999 | Acquire one 10-Passenger Lift Equipped Van |
| 2000 | Acquire Computer Hardware and Software |

**TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL IMPROVEMENT COSTS FOR HIGHWAY AND TRANSIT PROJECTS**

| YEAR | HIGHWAY PROJECTS | TRANSIT PROJECTS | TOTAL |
|--------------|-------------------|------------------|-------------------|
| 1997 | 69,824,000 | 1,383,500 | 71,207,500 |
| 1998 | 4,828,000 | 33,800 | 4,861,800 |
| 1999 | 7,680,000 | 35,100 | 7,715,100 |
| 2000 | 5,150,000 | 10,000 | 5,160,000 |
| TOTAL | 87,482,000 | 1,462,400 | 88,944,400 |

FUNDING DISTRIBUTION FOR PROJECTS BY TYPE OF FEDERAL FUND

| Type of Federal Fund | Amount of Fund by Program Year (X 1,000) | | | |
|----------------------|---|-------|-------|-------|
| | 1997 | 1998 | 1999 | 2000 |
| BR | 185 | 1,314 | 000 | 000 |
| NH | 3283 | 162 | 2,760 | 3,680 |
| IM | 2,960 | 000 | 000 | 000 |
| STP-MPO | 1,054 | 1,555 | 1,739 | 000 |
| STP-COUNTY | 368 | 000 | 000 | 000 |
| STP-STATE | 2,323 | 241 | 1,271 | 000 |
| Sub-Total | 10,173 | 3,272 | 5,770 | 3,680 |
| Grand Total | 22,895 | | | |

ABBREVIATIONS:

| | |
|--|--|
| BR : BRIDGE REPLACEMENT & REHABILITATION | STPM : SURFACE TRANSPORTATION PROGRAM - MPO |
| NH : NATIONAL HIGHWAY | STPC : SURFACE TRANSPORTATION PROGRAM - COUNTY |
| IM : INTERSTATE IMPROVEMENTS | STPS : SURFACE TRANSPORTATION PROGRAM - STATE |

FISCAL ANALYSIS: MPO FUND BALANCE

| Fiscal Year Received | STP & DSB | MA | Balance | Lapse Date |
|----------------------|------------------|----------------|------------------|------------|
| 1993 | 676,504 | 257,328 | 933,832 | 09/30/96 |
| 1994 | 709,825 | 188,254 | 898,079 | 09/30/97 |
| 1995 | 784,523 | 192,323 | 976,846 | 09/30/98 |
| 1996 | 565,228 | 29,882 | 595,110 | 06/30/99 |
| TOTAL | 2,736,080 | 667,787 | 3,403,867 | |

ABBREVIATIONS

| |
|--------------------------------------|
| STP : SURFACE TRANSPORTATION PROGRAM |
| MA : MINIMUM ALLOCATION |
| DSR : DONOR STATE BONUS |

FISCAL ANALYSIS: ALLOCATIONS AND OBLIGATIONS - STP, DSB AND MA

| | Beginning Balance | Allocation | Obligations | Ending Balance |
|-----------------|--------------------------|-------------------|--------------------|-----------------------|
| FY 1996 Balance | | | | 3,403,867 |
| FY 1997 | 3,403,867 | 686,000 | 1,074,504 (1) | 3,015,363 |
| FY 1998 | 3,015,363 | 686,000 | 1,555,000 (2)* | 2,146,363 |
| FY 1999 | 2,146,363 | 686,000 | 1,738,880 (3)* | 1,093,483 |
| FY 2000 | 1,093,483 | 686,000 | 000 (4) | 1,779,483 |

| | | |
|------|--|------------------|
| (1) | Railroad Crossing Study | 60,000 |
| | Paratransit Coordination Study | 20,000 |
| | Purchase Five (5) 30' 30-Passenger Buses | 137,500 |
| | PID 14551 City of Lima-Traffic Control Materials | 700,000 |
| | Purchase On-Board Signage | 8,500 |
| | PID 12210 Brower Road - Right-of-Way | 128,000 |
| | STP FUND LAPSE (1993) | <u>20,504</u> |
| | TOTAL | 1,074,504 |
| (2)* | PID 12534 Greely Chapel Road - Right-of-Way | 158,000 |
| | PID 12210 Brower Road - Construction | 1,337,000 |
| | Bikeway Study | 30,000 |
| | Modeling Activities - LRP | <u>30,000</u> |
| | TOTAL | 1,555,000 |
| (3)* | PID 12534 Greely Chapel Road - Construction | 1,678,880 |
| | Publish Long Range Transportation Plan Update | <u>60,000</u> |
| | TOTAL | 1,738,880 |
| (4) | No Projects Scheduled | 000 |

*Due to federal obligation controls, project exceeds projected annual funding capacity in SFY 1998 and 1999. If excess obligation authority is not available from another MPO, ODOT will reduce their program accordingly, or advance construction financing provisions may be used.

TOTAL **4,308,384**

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
Four Year Short Range Program and 1997 FY Annual Element
Lima-Allen County Regional Planning Commission

| PID | County-Route-Section | Length | Location Termini and Description of Work | Total Project Cost (000's) | Type of Fed. Funds | Phase of Work | Federal Fund Use by Phase for Federal Projects, or Total Cost of Const. Phase for Non-Federal Projects (000's) | | | | Description of Work | | | | | | | Responsible Agency | | |
|-------|----------------------|--------|--|----------------------------|--------------------|---------------|--|-------|------|------|---------------------|-------------------|----------------|--------------|------------------|---------------|----------------|--------------------|---------------|----------|
| | | | | | | | FISCAL YEAR | | | | Number of Lanes | Widen / Resurface | Reconstruction | New Location | RR GR Separation | Other Bridges | Limited Access | | Miscellaneous | L.C.T.I. |
| | | | | | | | 1997 | 1998 | 1999 | 2000 | | | | | | | | | | |
| 12210 | ALL Brower Road | 1.77 | Lima, from 500-ft. W. of N. Cole Street, East to N. West Street. Urban Collector 1.10 Mi. | 1,831 | STPM | P | N | | | | | X | | | | | | | LOCAL | |
| | | | PW20FT, RW28FT; 6,780 ADT-92 | | STPM | C | | 1,336 | | | | | | | | | | | | |
| | | | Reconstruct pavement, provide curb & Gutter, provide storm sewer, improve intersections, provide sidewalks on both sides, and provide signalization as needed. | | 4BG | P | N | | | | | | | | | | | | | |
| | | | | | 4BG | R | 32 | | | | | | | | | | | | | |
| | | | | | 4BG | C | | 334 | | | | | | | | | | | | |
| 14577 | ALL Lima Bkwy | 1.93 | Lima, from 300 meters west of Collett Street to 195 meters east of Main Street, 1.93KM. Urban Collector | 1,031 | STPS | P | N | | | | | | | | 2 | X | | | LOCAL | |
| | | | Lima Transportation Enhancement Program | | STPS | C | | | 825 | | | | | | | | | | | |
| | | | Pedestrian/Bikeway Project along the Ottawa River. | | 733 | P | N | | | | | | | | | | | | | |
| | | | | | 733 | R | N | | | | | | | | | | | | | |
| | | | | | 733 | C | | | 206 | | | | | | | | | | | |
| 14551 | ALL Signal | 0.00 | Lima, 55 locations. Purchase order contract for purchasing traffic control materials for installation & use by the City of Lima | 700 | STPM | P | N | | | | | | | | | | | | LOCAL | |
| | | | | | STPM | R | N | | | | | | | | | | | | | |
| | | | | | STPM | C | 700 | | | | | | | | | | | | | |

ABBREVIATIONS:

ALL : ALLEN COUNTY
P : PRELIMINARY ENGINEERING
R : RIGHT-OF-WAY
C : CONSTRUCTION
N : NO FEDERAL FUNDS
X : FEDERAL FUNDS OBLIGATED OR STATE FUNDS ENCUMBERED
002 : STATE FUNDING
041 : STATE FUNDING - BONDS

ABBREVIATIONS:

BR : BRIDGE REPLACEMENT
HES : HAZARD ELIMINATION
IM : INTERSTATE IMPROVEMENTS
NH : NATIONAL HIGHWAY
STPC : SURFACE TRANSPORTATION PROGRAM - COUNTY
STPM : SURFACE TRANSPORTATION PROGRAM - MPO
STPS : SURFACE TRANSPORTATION PROGRAM - STATE
733 : LOCAL FUNDING
4BG : LOCAL FUNDING

| PID | County-Route-Section | Length | Location Termini and Description of Work | Total Project Cost (000's) | Type of Fed. Funds | Phase of Work | Federal Fund Use by Phase for Federal Projects, or Total Cost of Const. Phase for Non-Federal Projects (000's) | | | | Description of Work | | | | | | | Responsible Agency | | | |
|-------|----------------------|--------|---|----------------------------|--------------------|---------------|--|-------|-------|------|---------------------|------------------|----------------|--------------|------------------|---------------|----------------|--------------------|---------------|----------|---------|
| | | | | | | | FISCAL YEAR | | | | Number of Lanes | Widen./Resurface | Reconstruction | New Location | RR GR Separation | Other Bridges | Limited Access | | Miscellaneous | L.C.T.I. | |
| | | | | | | | 1997 | 1998 | 1999 | 2000 | | | | | | | | | | | |
| 15152 | | | Continued | | | | | | | | | | | | | | | | | | |
| | | | Allen, Paulding, Putnam and Van Wert Counties on various routes using paint system ozeu. | | | | | | | | | | | | | | | | | | |
| 16044 | ALL US030 21.355 | 11.4 | Begin just east of B&O RR and end at Jct with US30C. Resurface 4-lane section with asphalt concrete. No R/W required minor pavement repair. | 5,150 | NH | P | N | | | | | 4 | X | | | | | | | | ODOT |
| | | | | | NH | R | N | | | | | | | | | | | | | | |
| | | | | | NH | C | | | 3,680 | | | | | | | | | | | | |
| | | | | | 002 | P | N | | | | | | | | | | | | | | |
| | | | | | 002 | R | N | | | | | | | | | | | | | | |
| | | | | | 002 | C | | | 920 | | | | | | | | | | | | |
| 15065 | ALL US030 001.883 | 9.45 | 0.10KM E. Lincoln Highway to 0.85KM E. SR 65 Principal Arterial PW27.32M; RW40.23M; 5,960 ADT-97 Repair & upgrade pav't, ramps & bridges. Provide 10' paved outside shoulders. Upgrade drainage. Overlay BR decks, no R/W needed. Replace some deck edges .38 MO. | 3,909 | NH | P | N | | | | | | | | X | 0 | | | | | A STATE |
| | | | | | NH | R | N | | | | | | | | | | | | | | |
| | | | | | NH | C | | 2,819 | | | | | | | | | | | | | |
| | | | | | 002 | P | N | | | | | | | | | | | | | | |
| | | | | | 002 | R | N | | | | | | | | | | | | | | |
| | | | | | 002 | C | | 704 | | | | | | | | | | | | | |
| 8361 | ALL US030 32.686 | 12.72 | All CR222 to the Hancock County Line 5.00 Mi. PW22FT, RW30FT; 3,950 ADT-86 From the Allen Co. Line to SR235 3.00 Mi. | 55,110 | 041 | P | X | | | | | | | | X | 2 | | | | | ODOT |
| | | | | | 041 | R | X | | | | | | | | | | | | | | |
| | | | | | 041 | C | X | | | | | | | | | | | | | | |

14

ABBREVIATIONS:

- ALL : ALLEN COUNTY
- P : PRELIMINARY ENGINEERING
- R : RIGHT-OF-WAY
- C : CONSTRUCTION
- N : NO FEDERAL FUNDS
- X : FEDERAL FUNDS OBLIGATED OR STATE FUNDS ENCUMBERED
- 002 : STATE FUNDING
- 041 : STATE FUNDING - BONDS

ABBREVIATIONS:

- BR : BRIDGE REPLACEMENT
- HES : HAZARD ELIMINATION
- IM : INTERSTATE IMPROVEMENTS
- NH : NATIONAL HIGHWAY
- STPC : SURFACE TRANSPORTATION PROGRAM - COUNTY
- STPM : SURFACE TRANSPORTATION PROGRAM - MPO
- STPS : SURFACE TRANSPORTATION PROGRAM - STATE
- 733 : LOCAL FUNDING
- 4BG : LOCAL FUNDING

| PID | County-Route-Section | Length | Location Termini and Description of Work | Total Project Cost (000's) | Type of Fed. Funds | Phase of Work | Federal Fund Use by Phase for Federal Projects, or Total Cost of Const. Phase for Non-Federal Projects (000's) | | | | Description of Work | | | | | | Responsible Agency | | | |
|-------|----------------------|--------|--|----------------------------|--------------------|---------------|--|------|------|------|---------------------|---------------------|----------------|--------------|------------------|---------------|--------------------|----------------|---------------|----------|
| | | | | | | | FISCAL YEAR | | | | Number of Lanes | Widened / Resurface | Reconstruction | New Location | RR GR Separation | Other Bridges | | Limited Access | Miscellaneous | L.C.T.I. |
| | | | | | | | 1997 | 1998 | 1999 | 2000 | | | | | | | | | | |
| 8361 | ALL US030 32.686 | 12.72 | Continued | | | | | | | | | | | | | | | | | |
| | | | PW22FT, RW30FT; 3.950 ADT-86 | | 002 | P | X | | | | | | | | | | | | | |
| | | | Design 4-lane roadway including bridges, interchanges, RW, drainage pavement, signing, pavement marking, lighting and maint. of traffic. Prelim develop. PID 8360 | | 002 | R | N | | | | | | | | | | | | | |
| | | | | | 002 | C | 48,070 | | | | | | | | | | | | | |
| 14591 | ALL CR061 02.446 | 0.00 | 2.29 Kilometers east of US30. Replace bridge over Ottawa River. Provide 61M BR, 6.0M pav't, 1.8M GR shoulder. Min. channel & RW work. EX BR 36.6M LG, 4.8M wide. Type 344, SR 41.4SD | 563 | BR | P | N | | | | | | | | | | | LOCAL | | |
| | ALL CR061 02.450 | | | | BR | R | N | | | | | | | | | | | | | |
| | | | | | BR | C | | 450 | | | | | | | | | | | | |
| | | | | | 4BG | P | N | | | | | | | | | | | | | |
| | | | | | 4BG | R | N | | | | | | | | | | | | | |
| | | | | | 4BG | C | | 112 | | | | | | | | | | | | |
| 12951 | ALL SR065 07.435 | 0.06 | 0.77 Mi. N. of IR75. 0.02 Mi. Ridenour DT | 254 | STPS | P | N | | | | | | | | | | | STATE | | |
| | ALL SR065 04.620 | | Urban Other Principal Arterial | | STPS | R | N | | | | | | | | | | | | | |
| | | | PW21FT, RW36.5FT; 5,490 ADT-93 | | STPS | C | | 162 | | | | | | | | | | | | |
| | | | Replace bridge, provide 2 - 12' lanes & 2 - 10' GR shoulders. | | 002 | P | X | | | | | | | | | | | | | |
| | | | Min. channel & RW work. EX BR is 18' long. SR is 40.1SD. | | 002 | R | 2 | | | | | | | | | | | | | |
| | | | 93-B Bridge Program | | 002 | C | | 40 | | | | | | | | | | | | |

15

ABBREVIATIONS:

- ALL : ALLEN COUNTY
- P : PRELIMINARY ENGINEERING
- R : RIGHT-OF-WAY
- C : CONSTRUCTION
- N : NO FEDERAL FUNDS
- X : FEDERAL FUNDS OBLIGATED OR STATE FUNDS ENCUMBERED
- 002 : STATE FUNDING
- 041 : STATE FUNDING - BONDS

ABBREVIATIONS:

- BR : BRIDGE REPLACEMENT
- HES : HAZARD ELIMINATION
- IM : INTERSTATE IMPROVEMENTS
- NH : NATIONAL HIGHWAY
- STPC : SURFACE TRANSPORTATION PROGRAM - COUNTY
- STPM : SURFACE TRANSPORTATION PROGRAM - MPO
- STPS : SURFACE TRANSPORTATION PROGRAM - STATE
- 733 : LOCAL FUNDING
- 4BG : LOCAL FUNDING

STATE TRANSPORTATION IMPROVEMENT PROGRAM
Four Year Short Range Program and 1997 FY Annual Element
Lima-Allen County Regional Planning Commission

| PID | County-Route-Section | Length | Location Termini and Description of Work | Total Project Cost (000's) | Type of Fed. Funds | Phase of Work | Federal Fund Use by Phase for Federal Projects, or Total Cost of Const. Phase for Non-Federal Projects (000's) | | | | Description of Work | | | | | | | Responsible Agency | |
|-------|----------------------|--------|---|----------------------------|--------------------|---------------|--|------|------|------|--------------------------------------|----------------|--------------|------------------|---------------|----------------|---------------|--------------------|----------|
| | | | | | | | FISCAL YEAR | | | | Number of Lanes Widened / Resurfaced | Reconstruction | New Location | RR OR Separation | Other Bridges | Limited Access | Miscellaneous | | L.C.T.I. |
| | | | | | | | 1997 | 1998 | 1999 | 2000 | | | | | | | | | |
| 16042 | ALL i-75 0.000 | | Auglaize Co. Line to the Hancock Co. Line. Various locations | 265 | 002 | P | N | | | | | X | | | | | | | ODOT |
| | VAR VAR VAR | | throughout District One. Herbicidal spraying for 4-lane, 2-lane and guardrail sections in District One. No RW required. | | 002 | R | N | | | | | | | | | | | | |
| | | | | | 002 | C | 230 | | | | | | | | | | | | |
| 16092 | ALL i-75 15.337 | | Replace raised pav't markers including castings as needed on various routes throughout District One | 66 | 002 | P | N | | | | | | | | | | | X | ODOT |
| | | | | | 002 | R | N | | | | | | | | | | | | |
| | | | | | 002 | C | 57 | | | | | | | | | | | | |
| 6086 | ALL SR081 19.020 | 0.82 | From 630 ft. W. of Stewart Road to 1,000 ft. E. of Roush Rd. PW42FT, RW58 & 32FT. | 2,366 | HES | P | N | | | | | X | | | | | | O | ODOT |
| | | | Widen pav't to five 12-foot wide lanes; realign one inter-section, install signal. Highway Safety Program | | HES | R | N | | | | | | | | | | | | |
| | | | | | HES | C | N | | | | | | | | | | | | |
| | | | | | STPS | P | N | | | | | | | | | | | | |
| | | | | | STPS | R | X | | | | | | | | | | | | |
| | | | | | STPS | C | 1,639 | | | | | | | | | | | | |
| | | | | | 002 | P | N | | | | | | | | | | | | |
| | | | | | 002 | R | X | | | | | | | | | | | | |
| | | | | | 002 | C | 182 | | | | | | | | | | | | |
| 12952 | ALL SR081 16.447 | 0.29 | 0.01 Mi. S. of SR81 over E. BR. Honey Run. | 866 | STPS | P | N | | | | | | | | | | | 3 | ODOT |
| | ALL SR081 10.290 | | Rural Major Collector 0.04 Mi. in SR81 R/W | | STPS | R | N | | | | | | | | | | | | |
| | ALL SR081 10.220 | | PW20FT, RW32FT; 894 ADT-93 | | STPS | C | 553 | | | | | | | | | | | | |

ABBREVIATIONS:

ALL : ALLEN COUNTY
P : PRELIMINARY ENGINEERING
R : RIGHT-OF-WAY
C : CONSTRUCTION
N : NO FEDERAL FUNDS
X : FEDERAL FUNDS OBLIGATED OR STATE FUNDS ENCUMBERED
002 : STATE FUNDING
041 : STATE FUNDING - BONDS

ABBREVIATIONS:

BR : BRIDGE REPLACEMENT
HES : HAZARD ELIMINATION
IM : INTERSTATE IMPROVEMENTS
NH : NATIONAL HIGHWAY
STPC : SURFACE TRANSPORTATION PROGRAM - COUNTY
STPM : SURFACE TRANSPORTATION PROGRAM - MPO
STPS : SURFACE TRANSPORTATION PROGRAM - STATE
733 : LOCAL FUNDING
4BG : LOCAL FUNDING

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
Four Year Short Range Program and 1997 FY Annual Element
Lima-Allen County Regional Planning Commission

18

| PID | County-Route-Section | Length | Location Termini and Description of Work | Total Project Cost (000's) | Type of Fed. Funds | Phase of Work | Federal Fund Use by Phase for Federal Projects, or Total Cost of Const. Phase for Non-Federal Projects (000's) | | | | Description of Work | | | | | | | Responsible Agency | | |
|-------|----------------------|--------|--|----------------------------|--------------------|---------------|--|------|------|------|---------------------|---------------------|----------------|--------------|------------------|---------------|----------------|--------------------|---------------|--------|
| | | | | | | | FISCAL YEAR | | | | Number of Lanes | Widened/Restructure | Reconstruction | New Location | RR GR Separation | Other Bridges | Limited Access | | Miscellaneous | L.C.T. |
| | | | | | | | 1997 | 1998 | 1999 | 2000 | | | | | | | | | | |
| 12952 | | | Continued | | | | | | | | | | | | | | | | | |
| | ALL SR081 10.660 | | 1.55 Mi.W. Ottawa Rv over E.BR Honey Run | | 002 | P | N | | | | | | | | | | | | | |
| | | | Rural Major Collector, 0.07 Mi. | | 002 | R | X | | | | | | | | | | | | | |
| | | | PW24FT, RW39FT; 3,070 ADT-93 | | 002 | C | 138 | | | | | | | | | | | | | |
| | | | 1.18 Mi.W. of Ottawa River over Swartz Ditch | | | | | | | | | | | | | | | | | |
| | | | Rural Major Collector, 0.05 Mi. | | | | | | | | | | | | | | | | | |
| | | | PW24FT, RW42FT; 3,070 ADT-93 | | | | | | | | | | | | | | | | | |
| | | | Replace 3 brdgs. Provide 34', 40' & 40' str, 22', 24', | | | | | | | | | | | | | | | | | |
| | | | 24' pav't; 8', 10', & 10' GR shldr. Min Chann & R/W. | | | | | | | | | | | | | | | | | |
| | | | EX BRS 11', 17', 24' LG. SR 45.9SD, 41.4SD, 41.1SD. | | | | | | | | | | | | | | | | | |
| 12750 | ALL SR081 19.006 | 0.11 | 2.47 Mi. W. of W. Lima Corp. Limits over the Ottawa River. | 574 | BR | P | X | | | | | | | | | | | | | |
| | ALL SR081 11.810 | | 0.07 Mi. Major Collector | | BR | R | N | | | | | | | | | | | | ODOT | |
| | | | PW24FT, RW44FT; 4,560 ADT-93 | | BR | C | | 365 | | | | | | | | | | | | |
| | | | Replace bridge. Provide 40' F/F str, 24' pav't, 10' grad. shldr. | | 002 | P | X | | | | | | | | | | | | | |
| | | | Min. channel & R/W, EX BR is 107' long, SR is 23.3SD. | | 002 | R | | 2 | | | | | | | | | | | | |
| | | | 1993-A Bridge Program | | 002 | C | | 91 | | | | | | | | | | | | |
| 15869 | ALL SR081 4.578 | 0.50 | Beginning just west of structure at SLD 4.828 and ending at | 117 | STPS | P | N | | | | | | | | | | | | ODOT | |
| | | | SR66 intersection, poor sight distance. Replace 3 parallel | | STPS | R | N | | | | | | | | | | | | | |
| | | | culverts with a new structure. Also reduce vertical curve over | | STPS | C | | | | | | | | | | | | | | |

ABBREVIATIONS:

ALL : ALLEN COUNTY
P : PRELIMINARY ENGINEERING
R : RIGHT-OF-WAY
C : CONSTRUCTION
N : NO FEDERAL FUNDS
X : FEDERAL FUNDS OBLIGATED OR STATE FUNDS ENCUMBERED
002 : STATE FUNDING
041 : STATE FUNDING - BONDS

ABBREVIATIONS:

BR : BRIDGE REPLACEMENT
HES : HAZARD ELIMINATION
IM : INTERSTATE IMPROVEMENTS
NH : NATIONAL HIGHWAY
STPC : SURFACE TRANSPORTATION PROGRAM - COUNTY
STPM : SURFACE TRANSPORTATION PROGRAM - MPO
STPS : SURFACE TRANSPORTATION PROGRAM - STATE
733 : LOCAL FUNDING
4BG : LOCAL FUNDING

| PID | County-Route-Section | Length | Location Termini and Description of Work | Total Project Cost (000's) | Type of Fed. Funds | Phase of Work | Federal Fund Use by Phase for Federal Projects, or Total Cost of Const. Phase for Non-Federal Projects (000's) | | | | Description of Work | | | | | | | Responsible Agency | | | | |
|-------|----------------------|--------|--|----------------------------|--------------------|---------------|--|------|-------|------|---------------------|-------------------|----------------|--------------|------------------|---------------|----------------|--------------------|---------------|----------|--|-------|
| | | | | | | | FISCAL YEAR | | | | Number of Lanes | Widen / Resurface | Reconstruction | New Location | RR OR Separation | Other Bridges | Limited Access | | Miscellaneous | L.C.T.I. | | |
| | | | | | | | 1997 | 1998 | 1999 | 2000 | | | | | | | | | | | | |
| 15869 | ALL SR081 4.578 | 0.50 | Continued | | | | | | | | | | | | | | | | | | | |
| | | | structure to improve sight distance. R/W will be required. | | 002 | P | N | | | | | | | | | | | | | | | |
| | | | | | 002 | R | | 6 | | | | | | | | | | | | | | |
| | | | | | 002 | C | | 96 | | | | | | | | | | | | | | |
| 15986 | ALL SR081 7.869 | 0.15 | Located 2.559 KM east of Jct. of SR66 over Auglaize River. | 146 | BR | P | N | | | | | 2 | | | | | | | | | | ODOT |
| | | | Replace bridge, deck, and backwalls on structure over | | BR | R | N | | | | | | | | | | | | | | | |
| | | | Auglaize River. No R/W required. | | BR | C | 100 | | | | | | | | | | | | | | | |
| | | | | | 002 | P | N | | | | | | | | | | | | | | | |
| | | | | | 002 | R | N | | | | | | | | | | | | | | | |
| | | | | | 002 | C | 46 | | | | | | | | | | | | | | | |
| 12534 | ALL SR117 30.142 | 2.68 | From SR309 SE to 0.25 Mi. E. of existing Greely Chapel Rd. | 3,033 | STPS | P | N | | | | | | | | | | | | | | | ODOT |
| | ALL SR117 18730 | | 0.44 Mi. Minor Arterial | | STPS | R | | 42 | | | | | | | | | | | | | | |
| | ALL Greely Chapel | | PW48FT, RW53FT; 15,350 ADT-93 | | STPS | C | | | 446 | | | | | | | | | | | | | |
| | ALL Fourth Street | | From 0.08 Mi. S. of 4th St. N. to relocated SR117/Greely | | STPM | P | N | | | | | | | | | | | | | | | LOCAL |
| | | | Chapel, 0.98 Mi. Collector | | STPM | R | | 158 | | | | | | | | | | | | | | |
| | | | PW20FT, RW28FT; 5,400 ADT-93 | | STPM | C | | | 1,679 | | | | | | | | | | | | | |
| | | | From IR75 ramps E. to 0.09 Mi. E. of Greely Chapel, 0.25 Mi. | | 002 | P | N | | | | | | | | | | | | | | | |
| | | | Urban Collector | | 002 | R | | 10 | | | | | | | | | | | | | | |
| | | | PW20FT, RW28FT; 5,400 ADT-93 | | 002 | C | | | 111 | | | | | | | | | | | | | |

19

ABBREVIATIONS:

- ALL : ALLEN COUNTY
- P : PRELIMINARY ENGINEERING
- R : RIGHT-OF-WAY
- C : CONSTRUCTION
- N : NO FEDERAL FUNDS
- X : FEDERAL FUNDS OBLIGATED OR STATE FUNDS ENCUMBERED
- 002 : STATE FUNDING
- 041 : STATE FUNDING - BONDS

ABBREVIATIONS:

- BR : BRIDGE REPLACEMENT
- HES : HAZARD ELIMINATION
- IM : INTERSTATE IMPROVEMENTS
- NH : NATIONAL HIGHWAY
- STPC : SURFACE TRANSPORTATION PROGRAM - COUNTY
- STPM : SURFACE TRANSPORTATION PROGRAM - MPO
- STPS : SURFACE TRANSPORTATION PROGRAM - STATE
- 733 : LOCAL FUNDING
- 4BG : LOCAL FUNDING

| PID | County-Route-Section | Length | Location Termini and Description of Work | Total Project Cost (000's) | Type of Fed. Funds | Phase of Work | Federal Fund Use by Phase for Federal Projects, or Total Cost of Const. Phase for Non-Federal Projects (000's) | | | | Description of Work | | | | | | | Responsible Agency | | |
|-------|----------------------|--------|--|----------------------------|--------------------|---------------|--|------|------|------|---------------------|-------------------|-----------------|--------------|------------------|---------------|----------------|--------------------|---------------|----------|
| | | | | | | | FISCAL YEAR | | | | Number of Lanes | Widen / Resurface | Recon/Resurface | New Location | RR OR Separation | Other Bridges | Limited Access | | Miscellaneous | L.C.T.I. |
| | | | | | | | 1997 | 1998 | 1999 | 2000 | | | | | | | | | | |
| 12534 | ALL SR117 30.142 | 2.68 | Continued | | | | | | | | | | | | | | | | | |
| | | | Reconstruct a portion of SR117, relocate & improve SR117/ | | 4BG | P | N | | | | | | | | | | | | | |
| | | | Greely Chapel Road. MPO-STP intersection, relocation, | | 4BG | R | | 39 | | | | | | | | | | | | |
| | | | relocate & widen Greely Chapel Rd., Fourth St., & Motel Ave. | | 4BG | C | | | 419 | | | | | | | | | | | |
| 13027 | ALL SR117 44.180 | 0.03 | 0.76 Mi. NW of Auglaize Co. Line over intermittent waterway. | 207 | STPS | P | N | | | | | | | | | | | | | ODOT |
| | ALL SR117 27.850 | | 0.02 Mi. Major Collector. | | STPS | R | N | | | | | | | | | | | | | |
| | | | PW22FT, RW36FT; 4.810 ADT-93 | | STPS | C | 131 | | | | | | | | | | | | | |
| | | | Replace bridge. Provide 24' pavement, 12' graded shoulders. | | 002 | P | N | | | | | | | | | | | | | |
| | | | | | 002 | R | X | | | | | | | | | | | | | |
| | | | | | 002 | C | 32 | | | | | | | | | | | | | |
| 15826 | ALL SR190 00.563 | 0.02 | Located at the intersection of Fifth Street and | 214 | STPS | P | N | | | | | | | | | | | | | STATE |
| | | | Moening Street in Delphos. | | STPS | R | N | | | | | | | | | | | | | |
| | | | PW14.75M; 7,230 ADT-94 | | STPS | C | | 135 | | | | | | | | | | | | |
| | | | Replace existing structure with concrete pre- | | 002 | P | N | | | | | | | | | | | | | |
| | | | stressed box beams or a precast structure. | | 002 | R | | 8 | | | | | | | | | | | | |
| | | | Provide sidewalks on both sides and relocate | | 002 | C | | 33 | | | | | | | | | | | | |
| | | | utilities. R/W required. | | | | | | | | | | | | | | | | | |

20

ABBREVIATIONS:

- ALL : ALLEN COUNTY
- P : PRELIMINARY ENGINEERING
- R : RIGHT-OF-WAY
- C : CONSTRUCTION
- N : NO FEDERAL FUNDS
- X : FEDERAL FUNDS OBLIGATED OR STATE FUNDS ENCUMBERED
- 002 : STATE FUNDING
- 041 : STATE FUNDING - BONDS

ABBREVIATIONS:

- BR : BRIDGE REPLACEMENT
- HES : HAZARD ELIMINATION
- IM : INTERSTATE IMPROVEMENTS
- NH : NATIONAL HIGHWAY
- STPC : SURFACE TRANSPORTATION PROGRAM - COUNTY
- STPM : SURFACE TRANSPORTATION PROGRAM - MPO
- STPS : SURFACE TRANSPORTATION PROGRAM - STATE
- 733 : LOCAL FUNDING
- 4BG : LOCAL FUNDING

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
Four Year Short Range Program and 1997 FY Annual Element
Lima-Allen County Regional Planning Commission

| PID | County-Route-Section | Length | Location Termini and Description of Work | Total Project Cost (000's) | Type of Fed. Funds | Phase of Work | Federal Fund Use by Phase for Federal Projects, or Total Cost of Const. Phase for Non-Federal Projects (000's) | | | | Description of Work | | | | | | | Responsible Agency | | |
|-------|----------------------|--------|--|----------------------------|--------------------|---------------|--|------|------|-------|---------------------|-------------------|----------------|--------------|------------------|---------------|----------------|--------------------|---------------|----------|
| | | | | | | | FISCAL YEAR | | | | Number of Lanes | Widen / Resurface | Reconstruction | New Location | RR OR Separation | Other Bridges | Limited Access | | Miscellaneous | I.C.T.I. |
| | | | | | | | 1997 | 1998 | 1999 | 2000 | | | | | | | | | | |
| 10593 | ALL CR222 | 2.81 | Lafayette. From SR309 to Jefferson Street in Lafayette. | 567 | STPS | P | N | | | | | X | | | | | | | | LOCAL |
| | | | 1.75 Mi. Rural Major Collector. | | STPS | R | N | | | | | | | | | | | | | |
| | | | PW19FT, RW23FT; 940 ADT-91 | | STPS | C | 368 | | | | | | | | | | | | | |
| | | | Widen pav't, resurface pav't, widen shoulders | | BR | P | N | | | | | | | | | | | | | |
| | | | upgrade GR & rehab. BR. A small amount | | BR | R | N | | | | | | | | | | | | | |
| | | | of RW will be necessary. BR clear span | | BR | C | 85 | | | | | | | | | | | | | |
| | | | 21.25' suff. rating 38.1SD/ | | 4BG | P | N | | | | | | | | | | | | | |
| | | | | | 4BG | R | N | | | | | | | | | | | | | |
| | | | | | 4BG | C | 113 | | | | | | | | | | | | | |
| 15898 | ALL SR198 0.000 | 9.40 | Auglaize County Line to Jct. SR117. Resurface existing | 155 | 002 | P | N | | | | | 2 | X | | | | | | | ODOT |
| | | | surface with 35mm of asphalt concrete. | | 002 | R | N | | | | | | | | | | | | | |
| | | | | | 002 | C | 135 | | | | | | | | | | | | | |
| 16055 | VAN US030 34.085 | 14.4 | From just east of Middle Point Road in Van Wert County to | 3,865 | NH | P | | | | | | 4 | X | | | | | | | ODOT |
| | PUT US030 0.000 | | the Jct. with Lincoln Highway (CR88) in Allen County. Resur- | | NH | R | | | | | | | | | | | | | | |
| | ALL US030 0.000 | | face existing 4-lane with asphalt concrete. Minor pavement | | NH | C | | | | 2,760 | | | | | | | | | | |
| | | | and bridge work. No RW required. | | 002 | P | | | | | | | | | | | | | | |
| | | | | | 002 | R | | | | | | | | | | | | | | |
| | | | | | 002 | C | | | | 690 | | | | | | | | | | |

21

ABBREVIATIONS:

- ALL : ALLEN COUNTY
- P : PRELIMINARY ENGINEERING
- R : RIGHT-OF-WAY
- C : CONSTRUCTION
- N : NO FEDERAL FUNDS
- X : FEDERAL FUNDS OBLIGATED OR STATE FUNDS ENCUMBERED
- 002 : STATE FUNDING
- 041 : STATE FUNDING - BONDS

ABBREVIATIONS:

- BR : BRIDGE REPLACEMENT
- HES : HAZARD ELIMINATION
- IM : INTERSTATE IMPROVEMENTS
- NH : NATIONAL HIGHWAY
- STPC : SURFACE TRANSPORTATION PROGRAM - COUNTY
- STPM : SURFACE TRANSPORTATION PROGRAM - MPO
- STPS : SURFACE TRANSPORTATION PROGRAM - STATE
- 733 : LOCAL FUNDING
- 4BG : LOCAL FUNDING

2000 TRANSPORTATION IMPROVEMENT PROGRAM
 Four Year Short Range Program and 1997 FY Annual Element
 Lima-Allen County Regional Planning Commission

| PID | County-Route-Section | Length | Location Termini and Description of Work | Total Project Cost (000's) | Type of Fed. Funds | Phase of Work | Federal Fund Use by Phase for Federal Projects, or Total Cost of Const. Phase for Non-Federal Projects (000's) | | | | Description of Work | | | | | | | Responsible Agency | | |
|-----|-------------------------------|--------|--|----------------------------|--------------------|---------------|--|------|------|------|---------------------|------------------|----------------|--------------|------------------|---------------|----------------|--------------------|---------------|----------|
| | | | | | | | FISCAL YEAR | | | | Number of Lanes | Widen./Resurface | Reconstruction | New Location | RR OR Separation | Other Bridges | Limited Access | | Miscellaneous | L.C.T.I. |
| | | | | | | | 1997 | 1998 | 1999 | 2000 | | | | | | | | | | |
| | ALL Systems | | Modeling Activities - LRP | 36 | STPM | | | 30 | | | | | | | | | | | LOCAL | |
| | ALL Systems | | Publish Long Range Plan Update | 75 | STPM | | | | 60 | | | | | | | | | | LOCAL | |
| | ALL Systems except Interstate | | Rail Highway Crossing Safety | * | STPS | | | | | | | | | | | | | | STATE | |
| | ALL Systems | | Highway Planning and Research | * | SPR | | | | | | | | | | | | | | STATE | |
| | | | | | PL | | | | | | | | | | | | | | | |
| | | | | | STPS | | | | | | | | | | | | | | | |
| | | | | | CMAQ | | | | | | | | | | | | | | | |
| | ALL Systems | | Preparation of Individual Program Documents and Provide Guidance to LPAs | * | STPS | | | | | | | | | | | | | | STATE | |
| | ALL Systems | | Rideshare Program | * | STPS | | | | | | | | | | | | | | STATE | |
| | | | | | CMAQ | | | | | | | | | | | | | | | |

23

ABBREVIATIONS:

ALL : ALLEN COUNTY
 P : PRELIMINARY ENGINEERING
 R : RIGHT-OF-WAY
 C : CONSTRUCTION
 N : NO FEDERAL FUNDS
 X : FEDERAL FUNDS OBLIGATED OR STATE FUNDS ENCUMBERED
 002 : STATE FUNDING
 041 : STATE FUNDING - BONDS

ABBREVIATIONS:

BR : BRIDGE REPLACEMENT
 HES : HAZARD ELIMINATION
 IM : INTERSTATE IMPROVEMENTS
 NH : NATIONAL HIGHWAY
 STPC : SURFACE TRANSPORTATION PROGRAM - COUNTY
 STPM : SURFACE TRANSPORTATION PROGRAM - MPO
 STPS : SURFACE TRANSPORTATION PROGRAM - STATE
 733 : LOCAL FUNDING
 4BG : LOCAL FUNDING

| PID | County-Route-Section | Length | Location Termini and Description of Work | Total Project Cost (000's) | Type of Fed. Funds | Phase of Work | Federal Fund Use by Phase for Federal Projects, or Total Cost of Const. Phase for Non-Federal Projects (000's) | | | | Description of Work | | | | | | | Responsible Agency | | |
|-----|----------------------|--------|---|----------------------------|--------------------|---------------|--|------|------|------|---------------------|-------------------|----------------|--------------|------------------|---------------|----------------|--------------------|---------------|----------|
| | | | | | | | FISCAL YEAR | | | | Number of Lanes | Widen / Resurface | Reconstruction | New Location | RR CR Separation | Other Bridges | Limited Access | | Miscellaneous | L.C.T.I. |
| | | | | | | | 1997 | 1998 | 1999 | 2000 | | | | | | | | | | |
| | ALL Systems | | Bridge Inspection | * | BR | | | | | | | | | | | | | | STATE | |
| | ALL Systems | | Right-of-Way Hardship and Protective Buying | * | NH | | | | | | | | | | | | | | STATE | |
| | | | | | STPS | | | | | | | | | | | | | | | |
| | ALL Systems | | Transportation Enhancement Activities. | * | STPS | | | | | | | | | | | | | | STATE | |
| | ALL Systems | | National Recreation Trails | * | NRT | | | | | | | | | | | | | | STATE | |
| | ALL Systems | | Specialized Services Provided by Statewide/Districtwide | * | NH | | | | | | | | | | | | | | STATE | |
| | | | Consultant Contract. | | STPS | | | | | | | | | | | | | | | |
| | ALL Systems | | Ohio Department of Public Safety 402 Safety Program | * | STPS | | | | | | | | | | | | | | STATE | |
| | | | Activities. | | | | | | | | | | | | | | | | | |
| | ALL Systems | | Undivided Highway Resurfacing. | * | NH | | | | | | | | | | | | | | STATE | |
| | | | | | STPS | | | | | | | | | | | | | | | |
| | ALL Systems | | Other Basic Maintenance Projects | * | NH | | | | | | | | | | | | | | STATE | |
| | | | | | STPS | | | | | | | | | | | | | | | |

24

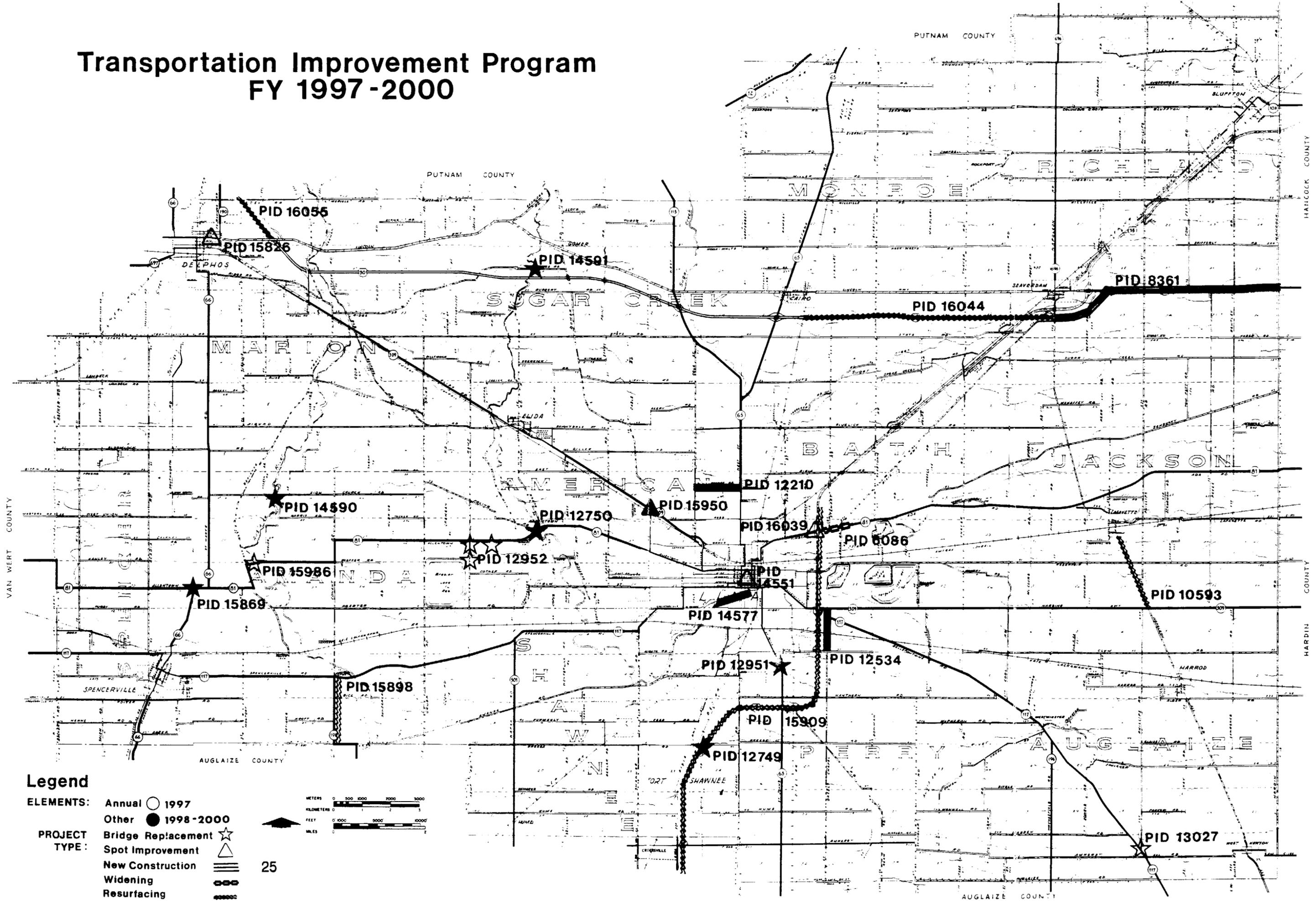
ABBREVIATIONS:

- ALL : ALLEN COUNTY
- P : PRELIMINARY ENGINEERING
- R : RIGHT-OF-WAY
- C : CONSTRUCTION
- N : NO FEDERAL FUNDS
- X : FEDERAL FUNDS OBLIGATED OR STATE FUNDS ENCUMBERED
- 002 : STATE FUNDING
- 041 : STATE FUNDING - BONDS

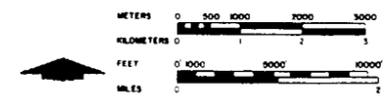
ABBREVIATIONS:

- BR : BRIDGE REPLACEMENT
- HES : HAZARD ELIMINATION
- IM : INTERSTATE IMPROVEMENTS
- NH : NATIONAL HIGHWAY
- STPC : SURFACE TRANSPORTATION PROGRAM - COUNTY
- STPM : SURFACE TRANSPORTATION PROGRAM - MPO
- STPS : SURFACE TRANSPORTATION PROGRAM - STATE
- 733 : LOCAL FUNDING
- 4BG : LOCAL FUNDING

Transportation Improvement Program FY 1997-2000



- Legend**
- ELEMENTS:** Annual ○ 1997
Other ● 1998-2000
- PROJECT TYPE:** Bridge Replacement ☆
Spot Improvement △
New Construction ≡
Widening ○○○○
Resurfacing ●●●●●



ALLEN COUNTY REGIONAL TRANSIT AUTHORITY

As part of the overall transportation planning process, the TIP document naturally includes a transit and paratransit element. The Allen County Regional Transit Authority (ACRTA) annually compiles and includes a transit Capital Improvement Project (CIP) schedule in order to meet their established goals and objectives to operate a fiscally sound, efficient transit system. The ACRTA staff actively cooperates with the MPO in the CIP planning process and the preparation of this document.

Service Planning:

The RTA's on-going effort to monitor the system's effectiveness through ridership and revenue levels will continue. Under the terms of a Memorandum of Understanding, the Lima MPO will, in conjunction with the Transit Authority, prepare mandated annual reports including but not limited to the ACRTA's Transit Development Plan (TDP), the Complementary Paratransit Plan Update, and the transit portion of the Transportation Improvement Program (TIP). Based on an assessment of the fixed route system, the MPO will recommend structural changes to the fixed route system. Upon completing the warranted route restructuring, the MPO will recommend fixed bus stop locations in order to increase system efficiency and safety by eliminating the current flag stop operation. In order to address the demands of the Americans with Disability Act of 1990 (ADA), the ACRTA will implement on-board signage for the hearing impaired; ACRTA will also modify all existing fixed route signage to comply with these requirements. The MPO will continue to market fixed route and demand response services. The MPO will also coordinate Transportation Demand Management initiatives and standardize all data collection activities. Moreover, the MPO will facilitate intergovernmental cooperation and consensus building between local units of government. The MPO will be responsible for preparing planning work documents for the ACRTA, and submitting same to the Transit Authority in a timely fashion for their review and approval. Modifications to the draft documents will be made by the MPO in consultation with the ACRTA/ODOT. The ACRTA is responsible for the final submittal of all planning documents.

Capital Planning:

In order to continue to comply with the regulations of the ADA, the ACRTA will acquire five (5) additional lift-equipped buses in FY 1997 for fixed route services to replace those currently in operation without lift-equipped capabilities; and, additional paratransit vehicles in FY 1998 and 1999 in order to meet the increased demand of Allen County's mobility limited. Computer hardware and software will be purchased in FY 2000 to provide further capital planning capabilities.

Management Efficiency:

The ACRTA will continue to evaluate its services in terms of efficiency and cost-effectiveness and search for alternate sources of local funding support in order to acquire state and federal funds for the operation of the transit system. Efforts continue in monitoring the operations to maintain an acceptable farebox recovery ratio.

Privatization Policy:

The LACRPC and the ACRTA participate in an inter-agency Privatization Committee. The Committee, established by the Transportation Coordinating Committee in 1987, was formed to review public transit policies, programming and services. The Privatization Policy Proceedings have and will be followed as adopted.

OHIO TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

SUMMARY SHEET

| F.Y. (Begin July 1) | Total Expenditures | | | Federal Funding | | |
|---------------------------|--------------------|-----------|----------|-----------------|-----------|----------|
| | Capital * | Operating | Planning | Capital * | Operating | Planning |
| 1997 | 1,421.0 | 817.5 | 76.0 | 1,276.0 | 344.0 | 60.8 |
| 1998 | 33.8 | 829.7 | 78.0 | 27.0 | 349.6 | 62.4 |
| 1999 | 35.1 | 852.6 | 80.0 | 28.1 | 359.5 | 64.0 |
| 2000 | 10.0 | 881.6 | 82.0 | 8.0 | 371.8 | 65.6 |

*Includes all 5310 (Specialized Transportation) funds for 1997

OHIO TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

ANTICIPATED OPERATING SCHEDULE

**STATE'S Fiscal Year Beginning July 1, 1996
(Thousands of Dollars)**

| F.Y. | Recipient of Funds | Agency Responsible For Project Implementation | Operating Expenditures | Operating Revenues | Net Project Cost | Subsidy | | | |
|------|--------------------|---|------------------------|--------------------|------------------|---------------------|-------------|-------|-----------|
| | | | | | | Local Dedicated Tax | Local Other | State | Federal |
| 1997 | ACRTA | ACRTA | 817.5 | 129.4 | 688.1 | 000.0 | 221.6 | 122.5 | 344.0 (1) |
| 1998 | ACRTA | ACRTA | 829.7 | 130.5 | 699.2 | 000.0 | 225.3 | 124.3 | 349.6 (2) |
| 1999 | ACRTA | ACRTA | 852.6 | 133.7 | 718.9 | 000.0 | 231.8 | 127.7 | 359.5 (3) |
| 2000 | ACRTA | ACRTA | 881.6 | 138.0 | 743.6 | 000.0 | 240.3 | 131.5 | 371.8 (4) |

[Operating Expenditures - Operating Revenues = Net Project Cost]

1. Figure reflects 296.8 of Operating Assistance & a 1994 carryover balance of 00.45 and a 1995 carryover balance of 46.75.
2. Figure reflects 296.8 of Operating Assistance & a 1995 carryover balance of 52.80.
3. Figure reflects 296.8 of Operating Assistance & a 1995 carryover balance of 62.70.
4. Figure reflects 296.8 of Operating Assistance & a 1995 carryover balance of 66.40 and a 1996 carryover balance of 8.60.

OHIO TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

ANTICIPATED OPERATING SCHEDULE

**OPERATOR'S Fiscal Year Beginning January 1, 1997
(Thousands of Dollars)**

| F.Y. | Recipient of Funds | Agency Responsible For Project Implementation | Operating Expenditures | Operating Revenues | Net Project Cost | Subsidy | | | |
|------|--------------------|---|------------------------|--------------------|------------------|---------------------|-------------|-------|---------|
| | | | | | | Local Dedicated Tax | Local Other | State | Federal |
| 1997 | ACRTA | ACRTA | 809.4 | 126.5 | 682.9 | 000.0 | 220.2 | 121.2 | 341.5 |
| 1998 | ACRTA | ACRTA | 841.8 | 131.6 | 710.2 | 000.0 | 229.1 | 126.0 | 355.1 |
| 1999 | ACRTA | ACRTA | 875.5 | 136.9 | 738.6 | 000.0 | 238.3 | 131.0 | 369.3 |
| 2000 | ACRTA | ACRTA | 910.5 | 142.4 | 768.1 | 000.0 | 252.6 | 131.5 | 384.0 |

[Operating Expenditures - Operating Revenues = Net Project Cost]

OHIO TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

ANTICIPATED SECTION 5307 PLANNING SCHEDULE

**STATE'S Fiscal Year Beginning July 1, 1996
(Thousands of Dollars)**

| F.Y. | Recipient of Funds | Agency Responsible For Project Implementation | Total Project Cost | Federal Funding | State Funding | Local Funding |
|------|--------------------|---|--------------------|-----------------|---------------|---------------|
| 1997 | ACRTA | ACRTA | 76.0 | 60.8 | 7.6 | 7.6 |
| 1998 | ACRTA | ACRTA | 78.0 | 62.4 | 7.3 | 8.3 |
| 1999 | ACRTA | ACRTA | 80.0 | 64.0 | 3.9 | 12.1 |
| 2000 | ACRTA | ACRTA | 82.0 | 65.6 | 0.0 | 16.4 |

OHIO TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

CAPITAL IMPROVEMENTS

1997 Fiscal Year (Thousands of Dollars) beginning July 1, 1996

| Recipient of Funds | Agency Responsible for Project Implementation | R e p l a c e m e n t | E x p a n s i o n | W h e l c h a i r E q p d | Total Project Cost | Source of Federal Funding | | | | Amount of Federal Funding | Amount of State Funding | | Amount of Local Funding | | Planning Documentation Located in: | | |
|--|---|---|---|---|--------------------|---|-----|--|---|---------------------------|-------------------------|-------|-------------------------|-------|------------------------------------|---|--|
| | | | | | | F l e x F u n d s | FTA | | | | ODOT | Other | Tax | Other | Y e a r | D o c u m e n t T i t l e | |
| 5 3 0 7 | 5 3 0 9 | 5 3 1 0 | 5 3 1 1 | | | | | | | | | | | | | | |
| ACRTA: | ACRTA | | | | | | | | | | | | | | | | |
| * 5 - 30' 30-Passenger Buses, Spare Parts & Engine, and Components | | X | | X | 1,375.0 | X | X | | | 1,237.5 | 137.5 | | | | 97-00 | T D P | |
| * Purchase On-Board Signage | | | | | 8.5 | X | X | | | 8.5 | | | | | 97-00 | T D P | |
| LACRPC: Vehicles & Ancillary Equipment for providing transportation to the elderly and/or persons with disabilities | | | | | 37.5 | | | | X | 30.0 | | | 7.5 | | 97-00 | FTA-STP | |

NOTE:

* MPO-STP funds being transferred to Section 9. The MPO and the ACRTA understand these funds are subject to federal and state approval and may not be available. The MPO and the ACRTA acknowledges that it may be necessary to use local funds or delay the project's implementation.

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
CAPITAL IMPROVEMENTS**

1998 Fiscal Year (Thousands of Dollars) beginning July 1, 1997

| Recipient of Funds | Agency Responsible for Project Implementation | R e p l a c e m e n t | E x p e n s i o n | W h e l p e l c h a i r E q u i p m e n t | Total Project Cost | Source of Federal Funding | | | | Amount of Federal Funding | Amount of State Funding | | Amount of Local Funding | | Planning Documentation Located in: | | |
|------------------------------------|---|---|---|---|--------------------|---|-------------|--|--|---------------------------|-------------------------|-------|-------------------------|-------|------------------------------------|---|--|
| | | | | | | F l e x F u n d s | F T A | | | | ODOT | Other | Tax | Other | Y e a r | D o c u m e n t T i t l e | |
| Description of Improvement | | | | | | | | | | | | | | | | | |
| ACRTA: | ACRTA | | | | | | | | | | | | | | | | |
| 1 - 10-Passenger Lift Equipped Van | | X | | X | 33.8 | X | | | | 27.0 | 3.4 | | | 3.4 | 97-00 | T D P | |

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
CAPITAL IMPROVEMENTS**

1999 Fiscal Year (Thousands of Dollars) beginning July 1, 1998

| Recipient of Funds | Agency Responsible for Project Implementation | R e p l a c e m e n t | E x p a n s i o n | W h e l p c h a i r E q p d | Total Project Cost | Source of Federal Funding | | | | Amount of Federal Funding | Amount of State Funding | | Amount of Local Funding | | Planning Documentation Located in: | |
|----------------------|---|---|---|--|--------------------|---|-----|--|--|---------------------------|-------------------------|-------|-------------------------|-------|------------------------------------|---|
| | | | | | | F l e x F u n d s | FTA | | | | ODOT | Other | Tax | Other | Y e a r | D o c u m e n t T i t l e |
| 5 | 5 | 5 | 5 | | | | | | | | | | | | | |
| ACRTA: | ACRTA | | | | | | | | | | | | | | | |
| 1 - 10-Passenger Van | Lift Equipped | X | | X | 35.1 | X | | | | 28.1 | 3.5 | | | 3.5 | 97-00 | T D P |

**OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
CAPITAL IMPROVEMENTS**

2000 Fiscal Year (Thousands of Dollars) beginning July 1, 1999

| Recipient of Funds | Agency Responsible for Project Implementation | R e p l a c e m e n t | E x p a n s i o n | W h e l c h a i r E q p d | Total Project Cost | Source of Federal Funding | | | | Amount of Federal Funding | Amount of State Funding | | Amount of Local Funding | | Planning Documentation Located in: | |
|------------------------------|---|---|---|---|--------------------|---|-----|--|--|---------------------------|-------------------------|-------|-------------------------|-------|------------------------------------|---|
| | | | | | | F l e x F u n d s | FTA | | | | ODOT | Other | Tax | Other | Y e a r | D o c u m e n t T i t l e |
| 5 | 5 | 5 | 5 | | | | | | | | | | | | | |
| ACRTA: | ACRTA | | | | | | | | | | | | | | | |
| Computer Hardware & Software | | X | | | 10.0 | X | | | | 8.0 | 1.0 | | | 1.0 | 97-00 | T D P |

SUMMARY

The Lima-Allen County Regional Planning Commission and the Allen County Regional Transit Authority have fulfilled the transportation planning process and complied with the public involvement issues identified with ISTEA in the preparation of this document. This document, the FY 1997-2000 Transportation Improvement Program, has been reviewed and approved by various MPO transportation and citizens committees. The document has also been submitted to the Ohio Department of Transportation and the Federal Highway Administration. The document reflects the valuable insights of the various entities.

Annual TIP Update:

As the transportation planning process is an evolving process, the Transportation Improvement Program necessarily follows and documents the evolutionary process. Projects in the FY 1997-2000 TIP have been derived from the region's various transportation plans. Those plans include the MPO's Long Range Transportation Plan, its previous TIP's, the Transportation Systems Management (TSM) Report, the transit Authority's Transit Development Plan (TDP) and the area's Special Needs Population Transportation Plan. The plan is also cognizant of public involvement and changing priorities.

Normally, projects will advance over the course of the four year TIP as other projects are completed. However, there are numerous reasons why some projects fail to advance as expected and as documented in the TIP Process. Some reasons stem from difficulties experienced during the preliminary engineering stages while others stem from either budgetary problems, environmental concerns or construction delays. In addition to the aforementioned reasons, during FY 1995 the State imposed a federal obligation control which effectively eliminated the MPO's ability to program some of its projects as expected.

In comparing the FY 1997-2000 TIP with the FY 1996 TIP, it is readily apparent that there are several projects that have not progressed as expected. Such a review reveals that: (1) PID 14551 slipped from FY 1996 to FY 1997; (2) PID 8361 jumped from FY 1998 to FY 1997; and, (3) PID 15065 was combined with other projects and dropped entirely from the TIP. The FY 1997 TIP also reveals the addition of new projects and pending improvements at Cable Road and S.R. 309 (PID 15950) and along S.R. 81 in 1998 (PID 15869) as well as the construction of U.S. 30 in the year 2000 (PID 16044).

The FY 1997-2000 TIP also reveals several new projects including both bridge and transit elements (see pages 5 and 6 respectively). Bridge upgrades/replacements on the FY 997--2000 TIP include: (1) PID 14590, CR027; (2) PID 10593, Napoleon Road; (3) PID 14591, Ottawa River; (4) PID 12749, I-75; (5) PID 15986, S.R. 81 and the Auglaize River; (6) PID 13027, S.R. 117; (7) PID 12952, three bridges on S.R. 81 along Honey Run and the Swartz Ditch; and, (8) PID 12750, S.R. 81 and the Ottawa River. New transit projects programmed in the TIP include the addition of new fixed route vehicles, new on board signage and fixed route signage. The ACRTA has also programmed a 10-Passenger lift equipped van.

Summary Statement:

The FY 1997-2000 Transportation Improvement Program contains some 85 million dollars programmed over the course of the next four fiscal years. The bulk of the TIP, nearly two thirds or approximately \$56 million, is comprised of the various elements related to the U.S. 30 Project (PID's 16044 and 8361). Slightly more than \$1.9 million dollars have been programmed to replace a dozen bridges in the current TIP. The TIP also reflects that the City of Lima has been successful in attracting approximately \$1.1 million in Enhancement Project funding for the Ottawa River Bikeway Project. The TIP successfully documents the importance of interstate maintenance with \$5.1 million programmed for lighting, bridge rehabilitation, and pavement markings within Allen County. In addition, the TIP also acknowledges some 7.76 million dollars or 9.2% of total funding on local roadway maintenance and operations including \$700,000 for integration of signals (PID 14551), the Brower Road Project (PID 12210), the S.R. 81 and Rousch Road Project (PID 6086) and the Greely Chapel Road Project (PID 12534). In addition, nearly \$1.5 million or 1.7% was obligated to transit. Moreover, the document acknowledges that because of federal obligation controls, the MPO will not have enough funding to complete construction of the Greely Chapel Road Project (PID 12534) or the Brower Road Project (PID 12210) without borrowing obligation from another MPO. The MPO has received the full support and cooperation from ODOT in dealing with this issue. ODOT has committed state funding towards the successful completion of these projects if additional MPO funding is not identified.